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### NO MORE BOOTJACKS.

An Ohio editor decided the other day that he wanted a bootjack. He went out to buy one, and found, to his deep disappointment, that there wasn't one to be found in the city. It was a good-sized city, too.

The incident marks the close of an epoch in American life. How many millions of Americans remember the good old family bootjack, and all that went with it! The bootjack meant old-fashioned boots, hard to get on when oil-soaked or water-hardened, and a heap harder to get off. And the boots meant the life of the farm, the getting up early in the morning, the hard and healthful work from daylight till dark, the deep snows of winter, and — the mud.

The memories are not all poetry, by any means, however roseate now is the recollection of drying those boots before a roaring wood fire, after the wearer had nearly pulled off his feet in the process of extraction. The Chicago Tribune, refusing to rhapsodize over the matter, asserts that "the bootjack is the symbol of bad roads, faulty means of communication, community and family isolation, narrowed though healthy amusements, bad food, which we now recall sentimentally as ambrosial, bad taste in all the material circumstances of life, which we now recall sentimentally as quaint."

Yes, very likely. And yet, anybody who knew the crude old bootjack that stood in the corner can't help being sentimental about it. And about the boots, too. The things they call boots open down the front; that's one reason why the bootjack is extinct. These "storm boots" are more comfortable, no doubt—but they're not boots.

### NEW PAROLE METHOD.

A novel parole system for workhouse prisoners is being tried in Dayton, Ohio. If a prisoner behaves himself properly when he enters the institution, he is turned over to the municipal parole board. That body finds out what sort of work he can do best, and proceeds to get him a job somewhere in the city. The prisoner then goes to work every day, as if he were a free man, except that in the evening he returns to the workhouse, and is locked up for the night.

When the prisoner gets his pay, he is required to bring the envelope sealed to the superintendent. It is then opened in the presence of the man's family, and the money is apportioned as the superintendent sees fit.

The system seems to work admirably in the case of men committed for failure to support their families. One prisoner, it is reported, has not only provided for his family more generously than ever before under this compulsory plan, but has paid his debts and saved \$100, and expects to save another hundred before his term expires.

It's too early to pass safe judgment on the experiment, but so far the results seem unquestionably good. The prisoner gets into regular working habits, under conditions that build up his self respect. He takes care of his family, while serving his term, better than he could by any other plan yet devised. And when he goes free, he has a job.

### PAN-AMERICAN AVIATION.

Santos-Dumont, the famous Brazilian flyer, addressing the Pan-American Scientific Congress at Washington, has made a prophecy which, by appealing to the enterprise and imagination of the public, ought to stimulate Pan-American aviation sufficiently to bring its own fulfillment.

He foresees the joining of the North and South American continents in closer union by a marvelous transportation system of aeroplanes, carrying mail and passengers. The present period of twenty days separating New York and Buenos Ayres, he says, will be cut to four days, and eventually to two days, or even one. Within a few years there will be a regular aeroplane service between the great cities of the United States and the capitals of South American countries.

He sees in this more than a mere sentimental value. It will enormously facilitate business. "Men having big deals on hand will be able to close contracts in four days that under present conditions must wait during the transit of mail for twenty to forty days and more. The diplomatic relations between Washington and Latin-American countries, too, will be more intimately established." He even foresees the defense of the coast of North and South America against the Old World enemies by Pan-American squadrons of war planes.

And who shall call his dream absurd?

From pictures taken on the Oscar II one gathers the idea that the members of the Ford peace expedition, viewed as pacifists, are at least excellent leap-froggers.

### TEUTONIC HONOR.

The submarine controversy has become chiefly a question of the good faith of the Teutonic powers. Germany and Austria may give the United States further assurances of friendship, legality and humanity, but it is a question whether we can trust those assurances.

Everything hangs on that, in our present and future relations with those two powers. If the American people once make up their mind that the Teutons are merely playing with us, using this nation as a cat's paw, when they choose, ignoring its rights when they please, lying to it as if it were a child, and ignoring it derisively when it suits their purpose, growing rage may drive us to war.

If war is avoided, and yet the conviction takes hold in the American mind that neither the intent nor the word of Germany can be trusted, it will color all our intercourse with them for a hundred years. The American public is slow to forget wrongs.

Teuton honor is at stake. As far as Teuton interests are concerned, the Teutonic allies have no bigger stake in the war. If they force neutrals to set them down as not only barbarous and murderous in the heat of war, but as deliberate and persistent breakers of their pledged word—and they have already persuaded their enemies of that—how can any honorable German anywhere in the world hold up his head hereafter?

### AUTOS FOR EVERYBODY.

The sixteenth annual automobile show in New York City has called attention to the tremendous boom in motor cars. Last year 92,618 cars were manufactured in the United States, with a retail value of \$691,000,000. That is to say, the American people spent just about as much money on automobiles as they spent on their national government, including the army and navy, the big pension budget and all the rest.

This year, the manufacturers expect to turn out 1,200,000 cars, an increase of about 35 per cent over last year's record.

Everybody's riding in a car, it seems. Or at least everybody will be, pretty soon, if business continues good, with incomes going up and the price of "flivvers" coming down.

And the distribution of the country's motor cars is interesting. It's hard for the East to realize that one-third of all the cars in the country are owned in ten agricultural states, and that sober Iowa is the joy-riding state par excellence, with more autos per capita than any other. The eastern metropolis simply can't believe that California has twice as many license chauffeurs as New York State.

These facts are all indicative of the tremendous popularization and democratization of the vehicle which, no more than five years ago, was the equipage of the wealthy.

### DEBTLESS STATES.

Kansas celebrated the close of a year of unprecedented prosperity by burning the last of its public mortgages—a bond issue of \$159,000.

It wasn't really so remarkable an achievement, however. A surprisingly large number of states are free from bonded debt, or were at the time when the last complete report was issued. In this class last year were included Illinois, Iowa, Kentucky, Michigan, Nebraska, New Jersey, Ohio, Oregon, South Dakota, Vermont, Washington, West Virginia and Wisconsin.

Some of the big and wealthy states have pretty large debts. New York last year had bonds outstanding to the extent of \$160,000,000; Pennsylvania, \$125,000,000; and California, \$85,000,000. But most of the states have a debt of only a few millions, many of them only a few hundred thousand.

It is our cities that are heavily bonded. New York City heads the list, with about \$1,000,000,000, as much as the interest-bearing debt of the United States government.

Most citizens never give their state debt a thought, although they are keenly interested in local finance. That's partly because the state debt is so trivial as to have far less effect on the tax rate than the local assessments. But it's partly because the state touches the citizens' life at fewer points—that it does far less for him—than the local community does.

Making due allowance for municipal extravagance, the fact remains that the city resident gets pretty nearly what he pays for, no matter how much he pays. And conversely, the more benefits he gets in the way of public improvements and communal service, the more he has to pay for them.

As the state emerges from its twilight situation, between the city and national government, with indefinite powers and responsibilities, and becomes a real power, serving its people more capably and effectively, state debts are bound to increase. Public bond issues, when wisely made, represent enterprise and investment. Freedom from debt and a low tax rate are not necessarily anything to boast of. They may simply imply a lack of state enterprise.

The chief function of Teutonic diplomacy seems to be to prevent the neutral world from putting any faith in Teutonic pledges.

Andrew Carnegie will not open Skibo Castle, Scotland, next, for he has arranged to spend the coming summer at Noroton, Conn., estate of the late Anson Phelps Stokes.

Investigation to determine cause of soaring gasoline prices will probably be conducted simultaneously by the federal trade commission and department of justice.

Last week 50,000,000 pounds of sugar valued at \$2,500,000 was exported from New York. In nine months to Sept. 30 exports were valued at \$25,000,000.

Japan Mail Steamship Co., has decided to discontinue use of the Suez canal because of submarine dangers.

## TOM CAMPBELL WOULD LIKE GOVERNORSHIP BUT NOT SENATORSHIP

Tax Commissioner Says He Has No Ambition to Go to Washington and Spend Years of Apprenticeship.

PHOENIX, Jan. 11.—A statement purporting to define the position of Dwight H. Heard, leader of the "Progressives," and a declaration from Tom Campbell that he will be a candidate for governor or nothing this year, have done nothing to clear the Arizona republican atmosphere.

It has been frequently suggested of late that Heard, who owns a morning newspaper in Phoenix and was followed by the "Progressives" in 1914, might be nominated for governor by the republicans. It was pointed out that while Heard might not be very popular with republican leaders, the two parties would certainly be together if he were made standard bearer. Another fact pointed out in support of Heard is that he is a successful business man who might do much to put the state's affairs on a more economical basis.

So far as known, Heard has not heard these suggestions with any great amount of interest. Those closest to him say that he has no expectation of leading a reunited party. An editorial statement appearing in his newspaper says:

"In state and county affairs our course will be thoroughly independent one and our support will be given to those whose character and efficiency seem best to qualify them for the positions which they seek. \* \* \* We believe that the time is opportune to launch in Arizona a strictly independent movement, based solely on the need of a thoroughly efficient, economical, clear-headed, business-like government. \* \* \*

"In national affairs we have a strong hope that the republican party may become a really progressive party with a clear-cut national program which recognizes the economic needs of the present critical situations in America. \* \* \* If such policies are outlined in its national platform and the leadership is in the hands of men of the Hughes, Roosevelt or Cummings type, it will have our vigorous support."

Tax Commissioner Tom Campbell denies vigorously that he has agreed to run for the United States senate, and support Joseph H. Kibbey for the republican nomination for governor. He thinks little of the opportunities a senator has to accomplish anything of real importance, but admits that he would like to be governor of Arizona.

"If there is a general demand that I run for governor I will make the race," said Campbell. "But I do not want to be opposed at the primaries and want to know that on election day I shall be supported by the people who are anxious to give Arizona economical and efficient state government. I want it to be understood, though, that I have no ambition to go to the United States senate, where a man can do nothing more important than draw his salary, at least till he has served several terms. Under no circumstances will I be a candidate for the senate this year."

## ENGLISH DIVINE IS GOOD STORY TELLER

Returns from Visit to British Front in France with Interesting Anecdotes.

LONDON, Jan. 11.—The Rev. R. J. Campbell, the famous pastor of the City Temple from which he recently resigned, has returned from a visit to the British troops in France with several good stories, among them the following:

A deputation from the labor unions had accepted an invitation by the government to visit the front and see conditions for themselves. In expectation of its arrival, staff officers were sent to the wharf to greet the incoming channel boat from England.

"Are the members of the Labor Party aboard?" called out an officer, after the boat had been made fast.

A man obviously a workman, stepped out with a "yes." He companions followed his lead. There were seven in the party of workmen, who seemed rather overwhelmed at the cordiality of their reception, especially when they were put into motor cars with the officers and handed cigars. On their arrival at headquarters they were introduced to a courteous official. After a short chat with the men, who seemed a bit at a loss as to what to say, the official announced, with a smile:

"And now, gentlemen, I have instructions to take you to the commander-in-chief."

"Who's he?" blurted one of the men.

"Why, Sir John French, of course," answered the astonished officer.

"Well," put in the man who seemed to be the leader of the party, "I don't know we want to see him. You see, me and my mates 'ave come over to meet the boom in the 'arbor."

## SWAMPED!



## A BATCH OF SMILES

"They say Tony's injuries resulted from a practical joke."

"Yes, the chappies told him that a big, burly fellow in the smoking room was deaf and dumb and Tony walked over to him with a sweet smile and told him he was a fool."

"Well?"

"The man wasn't deaf and dumb."

"That feller Morgan Buttles is terrible unpopular," said one mountaineer.

"We'll have to get rid of him somehow," replied the old mountaineer.

"Yes. But we don't want to do nothin' in a way that ain't legitimate an' customary. You know he has political ambitions."

"I've heard so. But he ain't got no pull."

"Yes, he has. An' you an' your relations want to stand back of me when I put the case up to our congressman. We'll get Buttles appointed revenue inspector an' then let nature take its course."

"It wouldn't be a bad idea," said the boy's father, "if you did a little work during your summer vacation. You surely don't need three whole months to rest up after the little work you did at college. When I was your age I earned enough during the summer to pay my college expenses."

"Yes," replied the boy, "and look at the result. You can't play tennis at all, your golf is a joke, and you don't know as much about Ty Cobb's batting average as the lowest paid boy in your establishment."

## FAVORS UNIFORM INHERITANCE TAX



Representative Coriell Hull of Tennessee, author of the income tax law, will ask congress to pass a law making inheritance taxes uniform in all the states. "Great Britain and other European countries which levy inheritance taxes do not appear to have any great difficulty with them, and I believe a system of uniform laws in this country would prove very popular," says Representative Hull.

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